

Boston & Maine Railroad Historical Society

19 *Incorporated* 71

NEWSLETTER

Patrick Abegg, Editor • P.O. Box 418 • Gloucester, MA 01930 • Email: bmrrhs@ix.netcom.com

Visit the B&MRRHS on the web at <http://come.to/bmrrhs>

Meeting/Membership Telephone Number (978) 454-3600

September-October 2001

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— B&MRRHS CALENDAR —

- SEPTEMBER 8, 2001** Due to an unforeseen situation, Frank Ellis will not be giving the September presentation. We have rescheduled Frank for November. We will instead be showing a selection of videos including "Before the wires came down " which is all about the "old" Springfield Terminal. We apologize for the change in presentations.

- OCTOBER 13, 2001** Gary Young will be presenting videos of various railroading around Massachusetts.

- NOVEMBER 10, 2001** As stated above, we are pleased to host Frank Ellis as our presenter for November. Frank will be treating us to a presentation on the B&M.

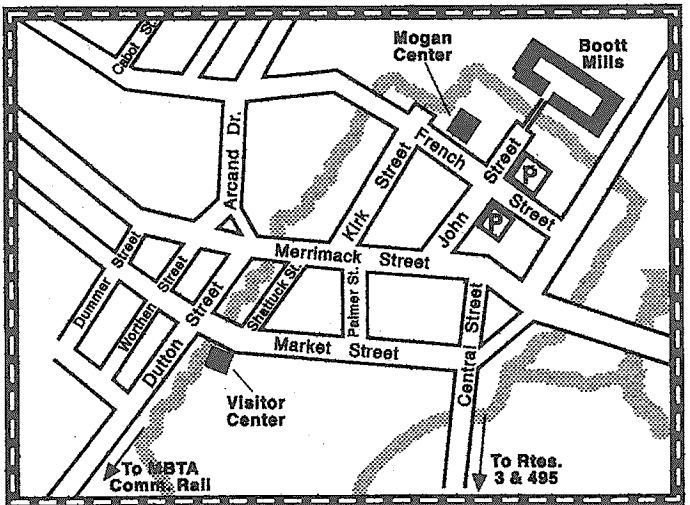
- DECEMBER 8, 2001** Our annual "Members Night." Bring slides or video, 50 to 100 slides would be nice or 20 to 30 minutes of video.

NOMINATIONS FOR OFFICERS AND DIRECTORS

Nominations for elective office in the B&MRRHS are now open to members in good standing. Closing date for Nominations is October 13, 2001 at the Society's BOD/Memebers meeting. Please send all Nominees names to the Derry PO Box in care of Nominations. The Ballot will be sent in the Nov/Dec 2001 Newsletter and they will be counted at the December Membership meeting.

DIRECTIONS TO THE LOWELL MEETING PLACE—at the traffic light near the Mogan Center, take a right or left depending on which way you come down French St., go past the little guard shack (Parking lot is on right—Boarding House Park is to the left), Walk over the trolley tracks and bridge. Into the courtyard, bear to the right and go to the end. The doorway will be lighted. Also look for signs.

VISITORS MUST PARK IN THE LOT ON FRENCH STREET—NO PARKING IS ALLOWED IN THE COURTYARD.



MEMBERSHIP INFO

Membership:

Dues payment only should be sent to:
B&MRRHS - Dept. M
P.O. Box 9116
Lowell, MA 01852

Newsletter:

B&MRRHS
P.O. Box 418
Gloucester, MA 01930
E-mail: bmrrhs@ix.netcom.com

Business Address:

B&MRRHS
P.O. Box 469
Derry, NH 03038
E-mail: BMRRHS3718@aol.com (*Please note change of e-mail address*)

Which address should you use? For membership payments, use the membership box in Lowell. For any correspondence concerning the Newsletter, use the Newsletter box in Gloucester. Everything else should go to the Derry address. This includes catalog orders and correspondence with the Archives, Historian, Bulletin, and Board of Directors. As always, include a SASE or postage if you want a reply to your correspondence.

Please remember to remit your dues within 90 days...after 90 days you will be removed from the mailing list. Check your Newsletter for the RED DOT...this is the last item you will receive from the Society.

Return payment in the return envelope with your check or money order...DO NOT send cash as the Society will not be held responsible if lost. Make checks payable to: B&MRRHS.

If you change your address please let the Society know by snail mail (USPS) or e-mail. When you do not let us know it costs extra for postage....the first mailing, the return postage due and a second mailing to the correct address. Three mailing payments to one person.

E MAIL

Due to a slight problem with AOL, I am reverting back to the old E-Mail address of: CPC835@JUNO.com

This is for general information of the Society and membership status only. Archival and historical information should be sent to the Archives for now. Please go to the Society's web site for other addresses.

SOCIETY OFFICERS, DIRECTORS AND STAFF

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Vice President	Mike Basile
Treasurer	Allan Klatsky
Secretary	Buddy Winiarz
Clerk	Richard Nichols

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Contributing Editor	Craig Della Penna, George H. Drury

NOMINATIONS

Nominations for the upcoming elections are now open. Deadline is October 13, 2001. The ballots will be tabulated at the December 2000 Membership meeting.

There are three (3) Director spots, two (2) Alternate Directors, President, Vice-President, Treasurer, Clerk and Secretary.

If there is anyone or you know of anyone who is interested in these positions please submit said person to the Nominating committee in care of the Derry PO Box.

B&MRRHS PRESIDENT'S REPORT

JULY 16, 2001

Attorney John Reading and I met at my office in Lowell, Mass. for more than six hours on April 11, 2001. We had completed a final deposition for the Harry Frye Collection to be submitted to the law firm of Sulloway and Hollis. It was determined, in conversation with the law firm that our society did not have any formal contract or that Harry Frye had never received any type of remuneration for his research work. Our society could not claim ownership of any intellectual properties which were retained by Harry Frye at the time of his death.

As Harry Frye passed away without leaving any type of a will, our society was left with the task of acquiring all types of research materials that were left in his possession. Sulloway and Hollis stated that they would cooperate with our society to remove any materials which were marked property of our society prior to the auction.

A further request was also granted to me which would

allow Adrian Gintoff permission to copy some of the materials which could be used for research in the future.

The day of the Auction, Buddy Winiarz, Rick Conard, Adrian Gintoff and myself were present, acting in the society's behalf. I have provided the directors with the final list of what our society did receive from the Auction. Rick Nowell had provided me with the lot numbers which he felt would be needed to be preserved for the archives.

Lot number 485 did slip through our hands to a gentlemen by the name of Gerard Steel who resides in Tewksbury, Mass. At the time of the bid, \$600.00 plus a 10% buyer's premium (60.00) was paid by Mr. Steel to the J.W. Auction Co. I had met with Mr. Steel after the auction and paid to him \$700.00 from my own funds and acquired the missing file drawer which contained most of the pre-1911 steam locomotive pictures, train wrecks etc. These items were going to be resold on "e-Bay" by Mr. Steel, so that I acted quickly to preserve the collection.

SOCIETY ACQUIRES SIGNIFICANT PORTION OF HARRY FRYE COLLECTION

As noted in the President's report, the Society purchased 42 lots of the Harry Frye collection at the Auction of his estate, as well as acquiring an additional lot that was acquired from one of the other bidders.

The 42 lots cost \$10,752.50. The additional lot cost \$700. This represents a large expenditure of Society funds, about \$9 per member.

The lots were divided as follows:

9 drawers of photographs, \$6300
2 drawers of assorted railroad paper, \$160

2 batches of photographic negatives, \$90
16 batches of glass negatives, \$900
3 photo albums, \$800
1 scrapbook, \$650
4 drawers of railroad paper, \$400
and several other items.

The Archives Committee will be working to catalog this material. Once this is completed, we will present a full list of the material.

SOCIETY SHORTS...

•As of 7/9/2001, we have over \$37,000 in our accounts.

•As of 7/1/2001, we had 1272 members.

•There were 5 working sessions on the 410 this spring, averaging about 9 members per session.

•The Society had tables at the Ashland, NH show, at the Lawrence Antelope Festival, and the Lowell Folk Festival.

•"This Old House" magazine ran a BMRRHS photo of Lexington depot as part of a story on the restoration of this building as a new visitors center.

ATTENTION!!

REPRINTS OF THE **B&M BULLETIN** ARE NOW AVAILABLE!

The Society is offering copies of B&M BULLETIN Volume 1, issues 1-4 for \$12.00/set plus \$3.00 postage and handling.

These are high-quality photocopies (not offset-printed) and are 3-hole punched for easy storage in binders.

Send orders to: B&MRRHS Bulletin Reprints
P.O. Box 9116
Lowell, MA 01853

A TESTIMONIAL TO HARRY A. FRYE

We gather here today to remember the life of Harry A. Frye.

Those of us who were fortunate to have known and worked closely with Harry over the Years, have our individual memories. As one of those fortunate people, let me share with you some of my special recollections of Harry.

First and foremost, I remember Harry's outstanding sense of humor. It permeated nearly everything he said or did. We discovered this over the many years Harry spent volunteering his time and skills with us at the Beverly Historical Society's Walker Transportation Collection.

While busy at any of the many tasks he took on for us, he was never at a loss to add a humorous comment about nearly any subject. This wit carried over into the after-meeting banter at Friendly's, where Harry could be counted on to reel off for us a whole series of truly funny jokes. His photographic memory allowed him to relate each one to side splitting perfection.

Harry's sense of the ridiculous reached new heights when he and good friend Brent Michiels sat down one evening over coffee and came up with a 2 page list of satirical titles for suggested B&M BULLETIN articles, which featured such gems as ..."I Ran the Swill Trains", or "Switch Frogs I Have Known". Somewhere, I believe I still have a copy of that list.

On a more serious note, Harry could be counted on to come up with an answer to almost any question concerning the Boston & Maine Railroad -particularly regarding motive power. Again, his photographic memory served him well, allowing him to quote facts and figures right off hand, without need to look them up. This never ceased to amaze me.

As editor of the B&M BULLETIN during the early 1980's, I regularly called upon Harry to proofread manuscripts for factual accuracy. One such reading lead to a "difference of opinion" between Harry and former B&M Engineer of Tests, Kenneth McCall. Ken, who is now deceased, wrote several articles on various types of B&M steam locomotives. As might be expected, Ken's writing style reflected his engineering background - very technical-ly oriented - and perhaps too "dry" to those in the general readership of what was basically a railfan publication.

Harry and Ken thus often went 'round and 'round over what was relevant and what was technical overkill. As editor, I was in the middle. At one point, I believe concerning the B&M Atlantic type locomotives, Harry got so frustrated at Ken's endless digressions that he suggested there was no need to take the reader back to the point when man discovered how to create fire! Fortunately Ken never got wind of that remark, but as it was, he vowed to take no responsibility for accuracy if we did not print his material word for word. It was up to me as editor to decide, and I opted to take the middle route - eliminating the most technical stretches relating mostly to theory - yet keeping intact the basic data and trying to make it readable. Footnotes were liberally supplied, allowing those who wished to delve deeper into the more complex areas, an opportunity to do so on their own.

As the Boston & Maine Railroad Historical Society's long-time historian, Harry kept track of records in the organization's archives, answered the many inquiries which came in, and supplied data for publications. He also authored several articles for the B&M BULLETIN.

Harry will probably be best remembered for his book for the Society, "MINUTE_MAN STEAM", published in both hard and softbound editions in 1982. It was a combined data and photo book which looked at all classes of B&M steam power of the post_1911 renumbering. Included was everything from 0-4-0 teakettles of the early 1900's up to the superpower 2-8-4's and magnificent 4-8-2's which brought the railroad out of the Depression and through World War II, only to succumb to diesels shortly thereafter. Included in the book was a highly researched and detailed roster which has proven such a valuable resource to students of B&M power. This book will be a lasting memorial to Harry and to his dedication to preserving history.

Beside the Boston & Maine Harry's other passions included collecting photos and memorabilia from railroads all over New England, and eventually all over the country. Through the years he must have spent a small fortune purchasing whole collections of negatives and prints.

On top of that, Harry was heavily into H.O. scale model railroading. His talents for painting and weathering were so greatly admired that he always was busy doing such work for others. His collection of imported brass locomotives, mostly B&M, was extensive. While not active in the operating layout area of the hobby, he did produce some scenic dioramas. Many folks have one or more models on which Harry worked his magic. Those models will also serve as part of the memorial to his talent and skill.

A couple of years ago we heard that Harry had been diagnosed with an incurable form of leukemia. We couldn't believe it. Although we had not seen him as often in later years, we did keep in touch by phone or mail from time to time. Other than a brief mention of the effects of chemotherapy, Harry never made much of his illness.

Our last correspondence was, appropriately enough, about a B&M locomotive. Someone had asked me a question about an old locomotive which the railroad had inherited from the Concord & Montreal. It was supposed to have been the first Atlantic (4-4-2) type in New England. I didn't have the data that the fellow was looking for, so I told him I would ask Harry Frye.

And, of course, Harry had the answer. In a brief note he gave me the complete history on the engine. He then added a few pleasantries, and wound up by suggesting we should get together sometime for ice cream sundaes, a reference to our post-Walker meeting trips to Friendly's where Harry would indulge his other passion for that firm's famous "Jim Dandy", a 5-scoop ice cream extravaganza!

Unfortunately, we never got to enjoy that last ice cream sundae together. But I know Harry would be greatly pleased if we all went out to Friendly's sometime soon and had a great big Jim Dandy in his memory! That's the way held like to be remembered.

To that idea I would add this ... that while you're having those fabulous ice cream sundaes with your friends, be sure to share a few laughs too. The laughter way in the background will be Harry's!

Rest in peace, my friend.

*Richard W. Symmes
June 30, 2001*

PAUL KOSCIOLEK'S
PRESIDENTIAL SPEECH

HARRY FRYE MEMORIAL SERVICE 6/30/2001

Bartlett Museum, Salisbury Point Railroad Station,
Amesbury, Mass.

This is a special day for all of the railfan community, to remember Harry Frye as an integral component to the Boston & Maine Railroad Historical Society, The Salisbury Point Railroad Historical Society and the Beverly Historical Society.

Harry Frye served as our society's historian for the past thirty years and through the Boston & Maine Railroad Historical Society's efforts, our society will carry on Harry's legacy for many years to come.

The Boston & Maine Railroad Historical Society will continue to publish the extensive research materials and photo collection, which was in Harry's possession at the time of his demise.

Today all of us in the railroad community, salute Harry Frye and we all wish a big "HIGH GREEN" to you, wherever you may be.

LOWELL FOLK FESTIVAL

I would like to thank everyone who helped this year at the Lowell Folk Festival society exhibit. Attendance was much higher than last year at 2950, most likely due to the wonderful weather we had! Total sales of society merchandise was beyond our wildest expectations coming in at \$933.41.

Our exhibit continues to attract many visitors with very positive comments. The addition this year of the Concord Model Railroad club's layout added a great new dimension to the exhibit. Many people enjoyed seeing the model trains going back and forth. The B&M #410 Steam Engine looks in great form this year due to all the volunteers' hard work. The exhibit in the combine along with the restored locomotive is a difficult task to accomplish. We should be proud of the professional image we project.

Once again, thank you for helping this year and let us continue the effort, our society put forward an impressive display for the public.

Jim Nigzus

FROM THE B&MRRHS ARCHIVES COMMITTEE...

Every year the Archives Committee handles many inquiries from historians, modelers, preservation organizations, and members of the public who are interested in the Boston and Maine Railroad and its predecessor and successor lines. For those of you who have not had an opportunity to visit our Archives we thought it might be useful to summarize the materials that are available to our members at Archives housed within the Center for Lowell History, 40 French Street, Lowell.

Books. We hold a small collection of general railroad books with concentration on New England roads in general and the B&M in particular. We also have broken runs of Poor's and Moody's Manuals, of the Official Guide, and of railroad commissioners reports for the New England States

Periodicals. We hold complete runs of the B&M Bulletin and the Society's Newsletter. In addition to interesting articles pertaining to B&M history these publications also contain maps, photos, drawings, and rosters of B&M equipment and structures. We also maintain a complete collection of the B&M Employees' Magazine and Trains magazine, and long runs of other railroad periodicals.

Vertical files. Housed in several file cabinets are railroad-issued documents and correspondence, equipment classification books, annual reports, time tables, operating and instruction manuals, personnel rosters, equipment rosters and specifications, and historical material pertaining to every aspect of the B&M. These documents are filed alphabetically by subject.

Photographs. Our B&M photographic prints are organized into three broad categories--locations, locomotives and equipment, and other subjects. We also have a slide collection and negative file.

Valuation maps and field notes. About 1915, under ICC direction, every inch of the B&M was surveyed and inventoried. A large percentage of the maps and field notes developed from that survey has come into our hands and is organized for ready reference.

Flat files. We have a large collection of maps and mechanical drawings of locomotives, equipment, signals, structures, and track/yard layouts. The fattest part of this collection is in steam locomotive components and the leanest part is in structure drawings.

Locomotive and car maintenance records. Records of locomotive and car maintenance are often useful tools for the modeler and the historian. We have a significant collection of this material.

Personnel records. Apart from various rosters of employees and officials, our personnel records are somewhat limited. We hold service record cards for engineers and firemen on the Portland Division. We also have a few scrapbooks that contain biographical material about railroad employees and a small biographical photo file.

NEW BOOK

The following reached us from L. Peter Cornwall.

When first published in 1989, "Names First - Rails Later" was intended to include every railroad ever projected or built in New England. Over 700 different names were listed, but further research now puts the total at over 1000. All of these New England railroads—either projected or actually built—are listed in this second edition of Names First - Rails Later, published in April 2001. Perfect bound, this 117-page book contains pertinent and often surprising information on railroads in all six New England states.

Data has been assembled by the author, a member of the B&M Railroad Historical Society, from a lifetime of personal experience along with financial or government sources, and local information. Reference is made to many books that tell in greater detail about a single company or groups of railroads

For members of the B&M RR Historical Society copies are available direct from Arden Valley Group, P.O. Box 16757, Stamford, CT 06905 at \$23 each, including first class postage. In ordering please state that you are a member of the B&MRRHS.

ERRATA SHEET AVAILABLE...

My thanks to all you fellow B&MRRHS members who have purchased "Trackside Boston with Lawson Hill". Its reception has been very gratifying. However, mistakes and omissions do occur. An "Errata and Addenda" sheet is now available from:

Carl R. Byron.
#5 Lakeside Drive
Groton, MA. 01450
E-Mail: PBCB4@cs.com

Please enclose a business size stamped, self addressed envelope. Thank you.

Carl R. Byron

FITCHBURG RAILROAD HO-scale "Old Time" Box Cars

Re-capture the glory days of Alvah Crocker's legendary Fitchburg RR—"The Hoosac Tunnel Route"—with these 36' old-time wooden boxes, representative of the type used by the Fitchburg and other roads in the late 19th Century.

These Roundhouse kits come in 2 different numbers, each featuring a different lettering style. The first has the "Hoosac Tunnel Route" slogan, and the other is decorated as a "Hay Car".

Kits are \$12.95 each or 4 for \$45.00.
S&H is \$3.50 for up to two kits
or \$5.00 for 3-4 cars.

LIMITED QUANTITIES!!

INFORMATION PLEASE...

We received the following request for information from our members who may have some knowledge of this topic:

I am currently developing a series of freight car books in conjunction with Signature Press similar to the popular Squadron "In Action" series of aircraft, armor, and ships with a tentative working series title of "Freight Cars in Service." The focus for the first book(s) will be the USRA double-sheathed boxcar. Cars will be presented by road with representative photos tracing the life of the cars from USRA allocation through rebuilding (as applicable) to retirement. We're looking for information for cars from all roads _ specific B&M car series are:

B&M 70000-70499, 500 cars, 52 cars remaining in 1/1950 ORER.

A modeling section will be included at the end of the book that will cover available kits in all scales.

Color photos would be nice but are not required. For the modeling section, we'll need volunteers to write kit reviews for all scales, as well as photos of completed models. Completed models must match major details and have the appropriate lettering and number series for the modeled prototype.

Contact information: Ben Hom
39206 Guardino Dr #105
Fremont CA 94538
E-mail: bhom3@home.com

B&MRRHS Silver Anniversary Commemorative HO-Scale Caboose Kit

SPECIAL PRICE!!

ONLY A HANDFUL LEFT!!
Using the popular N-5 style caboos produced by Bowser, we have had a LIMITED PRODUCTION run of these spiffy looking vans done in maroon with gold lettering complete with a custom designed stylized "Mimuteman" herald surrounded by a ring of stars and B&MRRHS insignia. This commemorative model is sure to become a collectible.

\$5.00 each

+ \$4.00 P&H

(P&H good for up to two kits)

Order From:

B&MRRHS Catalog
P.O. Box 9116
Lowell, MA 01853

GREENFIELD CABOOSE MUSEUM

In a reversal to information provided in the last issue in regards to the Greenfield Energy Park, the Greenfield Caboose Museum is now open Mon.-Fri. 0900-1700 until further notice. The Museum contains artifacts and several photographs well worthy of study. And it is designed to entertain all ages. For those who can only make it to Greenfield on weekends or holidays, contact Sandy Thomas in the old B&M Administration Building at 413-774-6051 X14 during the business week and she will do whatever she can to unlock the caboose for your off-hours visit.

from Alden Dreyer

NEWS FROM ALONG THE LINE...

July 1, 2001 Sunday News

Taking a toll away
Save the 35 cents, Cheshire bridge now free

By STEPHEN SEITZ
Sunday News Correspondent

CHARLESTOWN - For the first time since 1806, travelers won't have to fork over some cash to get to Charlestown from Vermont.

The Cheshire Toll Bridge closed at 12:01 this morning after 195 years.

Dennis Connor, who has worked in the booth part-time for the past four years, said he would miss his customers.

"You can form tremendous relationships from here," he said. "They've been giving us presents. I wish I had time to take names, addresses and phone numbers, so I could send Christmas cards after we close."

Several bouquets of flowers sat on it booth's narrow shelf, and several drivers took a little time to wish Connor well.

Department of Transportation spoke man William Boynton said the state would prefer to keep the toll booth open. The state purchased the bridge in 1991 for \$3 million, and rehabilitated it in 1992. Boynton said about \$2.4 million in principal and another \$962,000 in interest is still owed on it. The money will now come from the highway fund.

"Charlestown's representatives were able to get the legislation passed last year," he said.

The bridge gets about 4,000 cars a day and, at 35 cents a car, last year the toll grossed \$495,823, Boynton said. Work to dismantle the booth begins tomorrow.

"It'll be gone in less than a week," Connor said.

The spot, where the river separates Charlestown from Springfield, Vt., has been a crossing since 1772, when Gov. John Wentworth granted a ferry charter. The first wooden bridge was built in 1806. Four wheel carriages were charged 25 cents for passage. A horse and ride, paid 6 cents, and pedestrians paid a penny.

In 1896, the Springfield Electric Company bought the bridge for \$225,000 and put up the first steel truss. The current bridge was erected in 1930.

"I will miss the people," Connor said. "Some call me 'Pop' when they go through. You get to know the people. They become part of the family."

July 1, 2001 Sunday News

WESTFORD QUARRY RAIL LINE MAY BE REVIVED

By KRISTIN WEBB
San Staff

WESTFORD - Fletcher Granite Company will reactivate the long-dormant rail road tracks that run from its quarry on state Route 40 to the Boston and Maine Railroad track on Brookside Road.

Fletcher Granite, President Duke Pointer said even though the plans are not final, "We fully intend on using the tracks."

"We are trying to do it as the jurisdiction and law dictate," Pointer said. "This is not a slam-it-down-your-throat type of thing."

But Luanne Price, whose house on Brookside Road sits a couple of hundred yards away from the tracks, said Fletcher Granite is not sticking to the promise it made at a selectmen's meeting last spring to conduct public meetings on its progress.

"We are not happy that Fletcher Granite went over everyone's head with their decision," Price said. "Last spring, they promised us meetings, and we haven't gotten one yet. We have made repeated attempts to find out what's going on, and they tell us nothing."

Pointer said there is nothing to tell the residents at this point.

"This shouldn't be a big deal," Pointer said. "This is not a main railroad line. They have a right to be concerned, and when there is something in tell them specifically, I will tell them."

Fletcher Granite is based in North Chelmsford and has owned the line since the 1800s. But the tracks have not been used since the 1960s and have not been maintained. Homeowners in the area said they were led to believe the tracks would remain inactive.

Sheila Finnegan has a 4-year-old and a 6-year-old, and her house rests only yards away from the tracks.

"It concerns me having the children," she said, "Also, the pollution and the noise are a concern. If I had known the tracks could be open one day, it may have changed my mind when I bought the house seven years ago."

But Dave Psaedas of Fletcher Granite said, "It's not going to be a big freight train. The train will go 5 miles an hour, and a couple of freights a day will be chugging through."

Selectman Dini Healy-Coffin said the board supports the neighbors and doesn't want the tracks put to one. "Fletcher said they didn't want to deal with the matter on a local level," she said. "They are not being cooperative."

Hoping to supersede the town's choice to keep the tracks inactive, Fletcher Granite has asked the U.S. Surface Transportation Board in Washington, D.C. to confirm its right to run trains over the tracks,

"Fletcher Granite has gone right to the Surface Transportation Board and all we can do is go through the hearing process," Town Manager Steve Ledoux said.

from the Lowell Sun

PLANS AFOOT FOR WESTBORO RAIL YARD

(from Valley News, 6/21/2001)

By KRISTINA EDDY
Valley News staff Writer

WEST LEBANON -Will the future of the Westboro Rail Yard include public gardens, a walking trail along the Connecticut River and a restated roundhouse used as a farmers market or a railroad museum?

Maybe.

Consultants hired by the Lebanon Rotary Club for \$10,000 have come up with a scenario that would dedicate the southern portion of the state-owned rail yard to public uses and let the Claremont Concord Railroad use the narrow northern portion as a staging even. Consultants with Dufresne-Henry Inc. of North Springfield, Vt., worked with the sure, city, business community, residents and Claremont Concord Railroad to come up with a scheme that will be presented to the public tonight at 6:30 at the Mount Lebanon School.

"This is a totally conceptual plan, but it is realistic," said Rotary member Steve Whitman. The scheme laid out in shades of green, brown and purple is possible, Whitman said, but only if the involved parties agree to it and the necessary money and organization are found to make it happen. The plan is meant to start conversations, not be a carved-in-stone proposal, he said.

"What do people think could be done? What are the interests of all the different constituents?" These are some of the questions the Rotary wants to get people answering, Whitman said.

It's been two years since the New Hampshire Department of Transportation bought the 24-acre Westboro yard and roughly 3 miles of railroad track that ran through it from Guilford Rail Systems of Billerica, Mass. The Claremont-based Claremont Concord Railroad was contracted to restore freight service to the tracks that have been silent for decades.

The DOT's plans for an imminent return of freight service sparked a response from city officials, residents and members of the business community who, over the years, had been eyeing the abandoned rail yard - bordered by the Connecticut River on the west and a lower level of Main Street businesses on the east - for recreational or other low-impact uses such as a farmers market.

In the past several months, the city council has expressed interest in leasing the roundhouse, sandhouse and bunkhouse from the state, and the Lebanon Historical Society has put together plan, to restore the sandhouse. While maintaining a primary goal of bringing back rail service state officials have said they were open to other use in the rail yard as long as they don't interfere with the railroad or pose safety risks.

Kit Morgan, administrator of the state's Bureau of Rail and Transit, plans to be at tonight's meeting. 'We'll try to be them as a resource to answer any questions about our position on the development of the yard,' Morgan said Tuesday. He said he had not seen the Rotary's final plan, but had seen the three

plans from which it was culled, and called them "potentially workable."

The consultants' goal was to blend the interests of those working in restore rail service and those who want to see the yard used for recreation or historical purposes, Whitman said. In the south the plan includes a restored roundhouse, sandhouse and bunkhouse as well as a relocated section house and the Civil War barracks, now farther north in the yard. There are parking spaces, gardens and steps leading down to a river-side path. Moving north, there is an engine house for the railroad as well as two railroad buildings that might be used for the transfer of materials. Railroad tracks would come over a bridge across the Connecticut River from White River Junction and go both to the north and to the south around the edge of the public parking.

Curt Jacques, owner of West Lebanon Supply Inc., which sits right next to the rail yard, said the Rotary's plan holds a lot of promise. "I think it looks great. I think it's one of the most exciting things to happen to our community," Jacques said in an interview yesterday. The plan provides a way for residents to enjoy the river, and revitalization of the rail yard will spark a wider revitalization of the West Lebanon downtown, said Jacques, who is involved in the newly formed West Lebanon Small Business Association.

The Rotary's interest in the Westboro yard is an extension of its plans to develop a series of public places it calls a "string of pearls" along the Mascoma River.

WORK BEGINS ON RR CROSSING

(from 7/9/2001 Foster's Daily Democrat)

Market, Street in Portsmouth will be affected

PORTSMOUTH - Guilford Rail System will begin construction this morning to replace the railroad tracks that cross Market Street near the intersection at Russell.

The project is expected to take four days and will include road improvements and paving once the new tracks are in place. Traffic will be reduced to one lane in each direction and will be controlled by police details during working hours. Normal traffic patterns will be restored at night.

On Wednesday night, traffic will be redirected away from the site to allow for welding work on the new rails. Motorists are advised to seek alternate routes during this time.

From Joe Shaw

Joe adds:

This is a four lane road thus four days. It was determined that welded rail would be better than jointed as joints seem to let go. This area is all filled land to join Nobles Island to the mainland Portsmouth. It used to have a wood trestle in the 1920s and 1930s.

CRACKING DOWN ON TRESPASSING BICYCLISTS

Guilford Rail System has begun crack-down efforts on bicyclists that are trespassing on tracks owned by the rail carrier in Rotterdam Junction, New York. A Bike-Hike Trail, which runs throughout Schenectady and Albany counties, crosses three tracks at Scrafford Lane in Rotterdam Junction. Those tracks have been regularly blocked by railroad cars since last year, and the company has no plans to move the obstructions. Last week the company made it even more difficult to cross the tracks. Guilford removed pavement that made it easier for a bicycle to cross the tracks and placed large cement barriers on either side. "Our police will be out there patrolling, and if people are on the tracks, they'll be arrested," said David Fink, executive vice president of Guilford Rail. "The railroad has their own police and have been patrolling in the area. We'll ask them politely the first time but the chronic abusers will be arrested." Fink claims that Guilford allowed a private crossing over the tracks for the resident of a nearby home owned by Richard Tausel. But since that house burned down a few years ago, Guilford claims the crossing rights are no longer necessary. "The crossing was a private crossing to

serve the home on the other side of the tracks," Fink said. "That home is gone - so the crossing is gone." Although pedestrians and cyclists used the crossing for more than 20 years, Fink said the crossing existed only so the resident of the house could reach the property. Now that railroad cars are regularly left idling across the path, cyclists crawl through the cars or double back on the path, taking Route 5S for several miles to connect to the other side of the path. Guilford has been negotiating with the county to build a tunnel connecting the two portions of the path, Fink said. But county officials are not even sure it is their responsibility, county Director of Public Works Joseph Ryan said. The county bike path came to an end on Scrafford Lane until an extension was built in 1998. From the former termination on Scrafford Lane, a path user must cross the tracks, travel less than a mile north on 5S to Iroquois Street. Without crossing the tracks, a user must travel several miles out of the way to reach the Iroquois path. (*Eastern Railroad News*, 6/20)

THE GREEN BLOCK Central New York Chapter NRHS

3713 TOUR

*(Bob Wilner keeps us updated on the progress on
B&M 3713 at Steamtown)*

9:30 a.m. to 10 35 a.m. Thursday, June 28, 2001

Escorted by park Ranger Tim O'Malley.

Upon arrival at 3713's location, I first took photographs. Bill Frederickson Contractor for the Restoration of the 3713 was in the process of installing a staybolt in the engineer's side of the firebox wall. When available to talk with me, Bill informed me that activity has increased quite a bit on 3713 since my last visit. Installing some of the many new supplies is precision work, such as, crown stays, radials, and staybolts. Staybolts are expensive to make; I was pleased to see that they were individually wrapped in a special red cushioning material to protect them.

The staybolts are installed from inside the firebox outward. First a reamer is used, then the hole is tapped, finally the staybolt (roughly 12 inches long), is threaded through leaving a short section of it inside the firebox. Using a special tool, the staybolt stub is hammered until it closely resembles a rivet only heat is not used. Bill continued on to inform me that he could install up to 20 staybolts a day depending on the activities he was involved with, yesterday he did 12.

Bill told me that the original estimate of, \$500,000.00 dollars to return the 3713 to service, probably should have been higher. A visual inspection of the engine, no matter how well done, differs sometimes drastically from the actual cost of repair. Once a part is removed, cleaned up and evaluated many surprises can be found.

Last trip I inspected the drive wheels to collect information, this tour I went into the firebox. Bill invited Ranger O'Malley inside to show him what he had accomplished so far. I asked permission to enter the firebox, also Bill acknowledged the O.K., so I entered. Wood planking was laid across the firebox work area, so we could almost, but not quite stand up. First things that I confronted were the Nicholson Thermic Siphons.

Bill informed me that over the years mud gathered in the siphons, expanded and weakened the steel. The bottom section of each siphon needs to be removed and replaced. Looking around I noticed that over the years much welding was done on the firebox walls. Mostly across the middle and the lower sections. Like Bill said, "You have to remember, the Locomotive operated for 24 years and has not been operated for 43 years." Time and weather conditions have not helped the Locomotive. Bill continued on to say that during the move from Bellows falls trouble occurred in 3 engine drive wheel bearings (heating up). Over all the 3713 is in good shape.

The latter part of August will mark the 60th anniversary of my first sighting of R1d Engine with "speed lettering". Never, in my 9-year-old mind, did I ever imagine that at age 69 years and 5 days, I would be standing in the firebox of a P4a Engine. I must say that I am very pleased with the progress so far on the 3713.

I checked out the drive wheel area for additional engine numbers. The drivers are very dusty now from all the work taking place. Next trip I will equip myself with a rag and flashlight.

Bob Wilner

THANKS

Thanks this issue go to: Roger Bruns, Robert Wilner, Joe Shaw, Sandy Shepherd, Michael Lennon, Carl Byron, Peter Cornwall, Bob Terhune, Peter Victory, Bob Warren, Alden Dreyer

NEXT ISSUE

The deadline for the November/December Newsletter is October 6, 2001. Please send all items to the Newsletter address or E-mail. News items, especially local items not likely to be reported in Boston, will be greatly appreciated.

BRANCH ABANDONMENTS

(abridged information on Mystic Wharf Branch and Manchester & Lawrence abandonment proposals)

SURFACE TRANSPORTATION BOARD DECISION

BOSTON AND MAINE CORPORATION-ABANDONMENT-IN SUFFOLK COUNTY, MA

On July 20, 2001, the Boston and Maine Corporation (B&M) filed an application for permission to abandon a line of railroad known as the Mystic Wharf Branch extending from milepost 0.00 to milepost 1.45, a distance of 1.45 miles, in Charlestown, Suffolk County, MA. The application will be rejected for failure to comply with the Board's abandonment regulations at 49 CFR part 1152. (1)

The economic data contained in B&M's application is inconsistent and unsupported. B&M states that 48 trains operated over the line during the base year and that only 27 carloads of sand and gypsum moved over the line during the same time period. Assuming that at least 1 carload was transported per train, the operation of 21 additional trains without accompanying carloads is not explained.

B&M further states that the 27 carloads weighed 2,024 tons. However, when describing the traffic of the sole shipper on the line, United States Gypsum Company, B&M states that the 27 carloads amounted to "tonnage" of 23,534. This discrepancy is not explained. The stated tonnages for 1999 and 2000 are also not explained. In addition, applicant's exhibit B, at page 7, shows total freight revenues attributable to the line for the forecast year of \$21,689, but states that total revenues attributable to the line would be \$21,723. This difference is not explained. Absent an explanation for these discrepancies, the application is inconsistent on its face and insufficient for a definitive analysis. (3)

SURFACE TRANSPORTATION BOARD

ENVIRONMENTAL ASSESSMENT

Boston and Maine Corporation - Abandonment and Discontinuance of Service - Essex County Massachusetts and Rockingham County, New Hampshire

In this proceeding, the Boston and Maine Corporation (B&M) has filed an application seeking authority under 49 U.S.C. 10903 to abandon and discontinue service over its railroad line located between MP 1.4 to MP 4.4 over the Manchester and Lawrence Branch in Lawrence, Essex County, Massachusetts and Salem, Rockingham County, New Hampshire, spanning a distance of 3 miles.

DESCRIPTION OF THE LINE

The line is considered "Excepted Track" and is currently under an embargo, due to poor track conditions caused by severe weather. There is one shipper on the line, Key Packaging Products, Corp., who has been making shipments by truck, using a transload facility due to the embargo. Applicants stated that there is no overhead traffic on the line.

TRAFFIC

The one shipper on the line, Key Packaging Products, Corp., has been using truck service from transload facilities, due to the embargo. The principal commodity shipped by Key Packaging Products, Corp. is plastic products. Applicant indicated that in 1999 81 railcars carrying 15,433,850 pounds of goods traveled the line, while in 2000, 66 railcars carrying 12,482,986 pounds traveled the line. Applicant stated that during the Base Year, 52 trains were operated over the line, transporting 16,552,786 pounds of goods in 88 railcars. Applicant stated that the former rail traffic will likely remain converted to truck traffic. Route 495 and Route 28 are accessible from the line.

HISTORIC SITES

The Massachusetts Historical Commission (SHPO) submitted comments stating that the railroad line passes through the Searless Tenney Nevins Local Historic District in Methuen, Massachusetts and is adjacent to the Spiket Falls National Register Historic District in Methuen.

The SHPO's comments did not indicate whether the proposed abandonment would have an adverse effect on the historic properties. Applicant also stated that the line contains four bridges that are at least 50 years old. The four bridges are: (1) bridge #2.80; (2) bridge #2.81; (3) bridge #2.82; and (4) bridge #3.13.

(The Fletcher Granite Company is an online shipper dear to the heart of many B&M fans due to its location on the Stony Brook branch and the fact that ex-B&M locomotives ended up working the line, including our own 410. They are starting the process of re-opening rail service and this petition to the STB describes some of the history of the line. But I wonder where they got the spelling Stoney...?).

SURFACE TRANSPORTATION BOARD

FLETCHER GRANITE COMPANY, LLC - PETITION FOR DECLARATORY ORDER

In a petition filed March 13, 2001, Fletcher Granite Company, LLC, successor in interest to H.E. Fletcher Company (Fletcher), seeks a declaratory order that the Board has exclusive jurisdiction over the resumption of rail service by Fletcher over certain sidetrack in Westford, MA. Fletcher owns and operates a granite quarry and stone fabrication mill in Westford and the sidetrack runs from its quarry and fabrication mill to the mainline connection of the Stoney Brook Branch of the Boston & Maine Corporation (B&M). (1) The Town of Westford filed a notice of appearance on March 26, 2001.

Fletcher indicates that rail operations connecting the granite quarry (located on the north side of Groton Road) and mill (on the south side of Groton Road) with the Stoney Brook Branch began in 1895. Fletcher laid the rail track on its property and provided its own rail service to the B&M interchange. This

service continued until about 1965, when Fletcher decided to ship granite by truck instead of rail. While Fletcher has discontinued rail service from the fabrication mill to the B&M, it has maintained rail service on the part of its track running from the quarry to the fabrication mill. With the exception of the switch to the B&M that was removed in 1965, the original track remains in place. Debris, however, has been dumped on the right-of-way by local land abutters, and residents have placed retaining walls and a landfill parallel to the track but within the right-of-way. Fletcher contends that neither it nor any other entity has attempted to abandon the track, and that it was not aware of the encroachments to its property until it began repair work in preparation for the reuse of the line.

Fletcher submits that it has had extensive discussions with B&M concerning reestablishing rail service and that the parties have agreed as to what would be needed to repair or upgrade the track. B&M has also agreed to replace the switch to the Stoney Brook line and to furnish rail service to and from the interchange.

Fletcher states that it has repaired the grade crossing at Groton Road and plans to improve another grade crossing at Brookside Road. (2) It has retained a railroad design and construction consultant to determine what is needed to resume safe rail service. Fletcher asserts that the consultant believes "the required improvements are viable." Petition at 3 (citation omitted).

Fletcher is concerned that the resumption of rail service could be delayed or defeated if state and local officials try to regulate the matter. Fletcher claims that its concerns are not speculative, citing negative press coverage and alleged hostility by the local community to development in Westford. It also asserts that part of its right-of-way abuts a brook and wetlands, and that it has been told by local officials that resuming service would entail an environmental permitting process under state law and review by the local Conservation Commission. Fletcher states that it will submit its workplan to the Conservation Commission and will work consistently with applicable environmental standards by, for example, not storing materials in protected wetlands. Nevertheless, Fletcher asserts that, if its proposal comes under Conservation Commission review, it will likely "become involved in extensive, time-consuming hearings that will result in either denial of any permit application or the imposition of such expensive and unwieldy conditions that the project will be unfeasible to complete." Petition at 4 (citation omitted). In any event, Fletcher claims that the permitting process will substantially

COMMUTER MONEY EARMARKED FOR NASHUA-LOWELL SERVICE

By Associated Press, 6/28/2001 02:16

NASHUA, N.H. (AP) The commuter rail project to connect Nashua with Lowell, Mass., is in line for \$3 million more in federal money. The House of Representatives approved the 2002 federal Transportation Appropriations Act, which includes the money toward the project. Rep. Charles Bass, R-N.H., and Rep. Marty Meehan, D-Mass., worked to get the money for the project into the spending bill, which still needs Senate approval.

"This funding, combined with the money this very important project has received in previous years, represents a significant federal investment in this commuter rail extension," Bass said in a statement. Once completed, the service will connect Nashua with the Massachusetts Bay Transportation Authority line in Lowell, creating a commuter link to Boston.

Eleven miles of rail need to be upgraded to meet passenger train safety standards.

"We are currently in the preliminary engineering phase of this project, which has been progressing quite well," said Andrew Singelakis, director of the Nashua Regional Planning Commission.

Completing the rail upgrade and design phase of the project is expected to cost \$22.5 million.

Bass tried to get the total federal commitment of \$15 million earmarked for the project. But the \$3 million "demonstrates a commitment on the part of the House" to the project, said Sally Tibbetts, Bass' spokeswoman. The spending is in addition to \$3 million in federal money already approved for engineering and planning work.

The state is expected to cover 20 percent of the cost. Plans for the service envision six round trips weekdays and three round trips weekends between Nashua to Lowell by 2004, perhaps earlier.

Meanwhile, passenger service between Boston and Portland through New Hampshire is expected to start operating in late summer or early fall.

The Interchange

As a retirement hobby, former B&M RTC Alden Dreyer buys, sells and trades historic Boston & Maine RR paper. Currently in stock: 73 out of the 86 B&M BULLETINS, 126 out of the 284 Employees' Magazines, and about 70 different ETT's. Also nearly complete files of TRAINS, RAILROAD, L&RP, NESL, etc. FREE LIST via USPS or email. Contact Alden Dreyer, 91 Reynolds Road, Shelburne MA 01370-9715, alden@javanet.com, 413-625-6384

Also, for anyone interested, Buddy Winiarz has a small collection of Railroad and Trains Magazines dating from the 1940s thru 1960s for sale. Condition of the magazines varies. If anyone is trying to backfill their collections, please contact Buddy at the Derry P.O. Box or on-line at BMRRHS3718@aol.com.

CONCERNING THE PORTLAND SERVICE

Surface Transportation Board (Board) Chairman Linda J. Morgan announced today that the Board has directed the Guilford Rail System (Guilford) to allow the National Railroad Passenger Corporation (Amtrak) to test Guilford's track to determine whether Amtrak may safely operate its new passenger service at speeds of up to 79 miles per hour (mph) over certain Guilford rail facilities between Plaistow, New Hampshire and Portland, Maine. The Board's decision resolving the dispute that the private parties brought to it should help them as they move closer to reestablishing passenger rail service between Boston, Massachusetts and Portland.

Freight railroads must allow Amtrak to operate over their lines for a fee. When parties cannot agree on the terms and conditions of Amtrak's access, they may bring disputes to the Board for resolution. The instant dispute involves Amtrak's request for access to Guilford track that was substantially upgraded, through public funding, to facilitate the reintroduction of passenger service between Boston and Portland. Amtrak and Guilford have had several prior disputes concerning Amtrak's efforts to initiate its new Boston-Portland operations and, over the past few years, the Board has issued two decisions resolving a variety of issues (see Surface Transportation Board "News" releases No. 99-43, issued to the public on October 22, 1999, and No. 98-38, issued on May 29, 1998).

In a decision issued in late 1999, the Board found that Amtrak could safely operate its Boston-Portland trains at speeds of up to 79 mph using 115-pound rail (rather than the 132-pound rail that Guilford argued would be necessary), so long as the track is upgraded according to certain engineering criteria and maintained according to Federal Railroad Administration (FRA) safety standards. A dispute arose, however, over whether and how Amtrak could enter Guilford's system to test the track to see if it meets the Board-prescribed engineering criteria.

After reviewing the parties' arguments and information provided by FRA, which has substantial expertise relative to issues such as these, the Board found that a test using a device known as the "Track Loading Vehicle" (TLV) would be rea-

sonable and practical and should provide sufficient data to evaluate the track. The TLV, which was recently developed by the Transportation Technology Center, Inc., a subsidiary of the Association of American Railroads, would run over the line at very slow speeds for two days checking for locations where additional track support may be needed, and then, on a third and final day, measure these locations to ensure that the track meets the criteria set in the Board's 1999 decision. The Board also found that, so long as the line is rehabilitated to the appropriate standard, and maintained at FRA-prescribed levels, a single engineering test, followed by regular inspections, should ensure that it will be safe for 79-mph speeds.

In a filing made with the Board, Guilford criticized the testing methodology and argued that repeated testing should be required, but the Board relied on FRA's conclusion that "... based on Amtrak's representation that the line would be maintained to FRA Class 4 standards, that it would be subject to routine FRA-mandated track safety inspections, and that it would be periodically inspected by Amtrak's track geometry car, FRA has been unable to identify any safety regulatory concern with the use of 115-pound rail on the upgraded Plaistow-Portland Line."

Guilford also argued that the proposed testing would be unreasonably burdensome and disruptive, but the Board disagreed. Noting that Amtrak has agreed to compensate Guilford for all costs incurred in relation to Amtrak's testing, the Board ordered Guilford to allow Amtrak access to the line so that tests may begin and the Board's prior decisions can be put into effect.

The Board issued its decision today in the case entitled National Railroad Passenger Corporation—Petition For Declaratory Order—Weight of Rail, STB Finance Docket No. 33697. A printed copy of the decision is available for a fee by contacting D--To-D~ Office Solutions, Room 405, 1925 K Street, NW, Washington, DC 20006, telephone (202) 293-7776, or via http://Da_To_Da@Hotmail.com. The decision also is available for viewing and downloading via the Board's Website at <http://www.stb.dot.gov>.

ITEMS OF INTEREST

- | | |
|--------------------|--|
| October 20, 2001 | North Shore Model Railroad Club "Highball to Wakefield" Train Show. American Civic Center, Main Street, Wakefield, MA. 9:30am-3:30pm. Adults \$3.00, children & seniors \$1.00 |
| November 18, 2001 | NMRA Hub Division Train Show. Marlborough High School, Bolton Road, (exit 25A Rtes 495/290). Marlborough, MA. 10am-4pm. Adults \$4, Seniors \$3, children (6-12) \$1. |
| December 1-2, 2001 | Greenburg's Great Train and Collectible Toy Show. Shriners Auditorium, Wilmington, MA. 11-am-5pm Sat., 11am-4pm Sun. Adults \$6.00, children (6-12) \$1.00. |
| January 5, 2002 | Wenham Museum Model Railroad and Railfan Meet. Buker Middle School, School Street (Route 1A to Arbor Street), Wenham, MA. 10am-4pm. Adults \$3.50, Children (6-14) \$1.00 |
| February 3-4, 2001 | Big Railroad Hobby Show. Eastern States Exposition Center, West Springfield, MA. 9am-5pm both days. Adults \$6.00, Children (5-11) \$1.00. |